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21 December 64

MEMORANDUM FOR THE RECORD

SUBJECT: OXCART - Comments on C. L. Johnson's  
Letter Dated 8 Dec 64 Asking Relief  
From Contract DK-3559

1. Paragraph 1 subject letter outlining reasons for relief cites power plant problems, inlet control problems, and the aircraft 133 accident as preventing LAC from demonstrating overall performance. While these areas have no doubt been contributory to this lack of demonstration, the following airframe items not cited have contributed in a larger extent to program delay:

- a. Flight control servo modification resulting from the aircraft 133 accident.
- b. Inlet modifications involving mice installations, aft bypass and union slicer installations, centerbody and strut repairs.
- c. A. R. Plastics structural deficiencies.
- d. Transonic acceleration deficiencies.
- e. Foreign object damage.
- f. Flight control mixer modifications.
- g. Hydraulic system malfunctions.
- h. Nuisance items such as false firewarnings, fuel gauging malfunctions, union slicer gauge malfunctions.
- i. Numerous service bulletin incorporations

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4. Paragraph 2 subject letter also omits from the range degradation factors such airframe deficiencies as inlet recovery and distortion, drag, and transonic acceleration.

5. Paragraph 5 subject letter cites the delaying effect on the overall flight test program of the Mach 2.7 restriction recently imposed by the engine compressor second stage disc problem. Aircraft 121, 122, and 129 which comprise the flight test aircraft fleet do not incorporate engines with suspect discs and therefore are not restricted.

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